Land to the west of Courtney Road Planning Application 26/01699/FUL

Objection

Winchester Action on the Climate Crisis, 4 October 2026

Link to site: 26/01699/FUL 153 dwellings

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Grounds for our Objection

Summary

- The applicant refuses to comply with policy CN3
- The applicant cannot be allowed to ignore the seriousness of the climate crisis and the danger posed by increasing emissions in Winchester District
- The additional cost of LETI standards would be mostly offset by savings on fewer pv cells and smaller air-source heat pumps
- The fully-hipped roofs proposed do not offer enough roof area to accommodate the pv cells required by the Sustainability Plan

- Domestic batteries are needed to reduce the pressure on the grid at peak times, and to reduce electricity bills, and make sustainable use of off-peak wind power production
- Air ducting is not mentioned but would facilitate zero-carbon air conditioning in the summer.
- The junction design at the eastern entrance to the site needs to be changed to encourage more cycling on the route and make it safer for cyclists
- The travel plan gives a false impression of the frequency of public transport routes and fails to offer any useful improvements
- The travel plan is vague about active travel improvements and proposals should be included in planning conditions to help achieve the development's 'transport vision.'

The applicant refuses to comply with local plan policy CN3

We object to this application on the grounds that **it explicitly refuses to comply with the requirements of Winchester City Council Local Plan 2020 – 2040 policy CN3,**.which seeks building standards that will result in:

- No fossil fuels for heating, hot water or cooking.
- Space heating demand below **15 kWh/m²/year**.
- Total energy consumption below **35 kWh/m²/year**.
- On-site renewables generating enough energy to match building demand
- Net-zero operational carbon.

It is disappointing that the applicant is proposing in the sustainability proposal page 5 to reject the following LETI standards in that they are challenging:

- Airtightness below **1 m³/(h·m²) @ 50Pa**
- Wall U-values of **0.13-0.15 W/m²K**
- Triple glazing (a typical LETI performance would be **≤ 0.8 W/m²K**)
- MVHR (mechanical ventilation with heat recovery) at 90%+ efficiency

By contrast the applicant is proposing only to achieve:

- Air tightness of **4.01 m³/(h·m²)**
- Wall U-values of **0.25 W/m²K**
- Window U-values of **1.10 W/m²K**
- Decentralised MEV rather than MVHR

The applicant's aspirations are **well below the standards required by policy CN3.** The applicant is proposing standards that would be approximately half as energy efficient as the standards required by CN3. The applicant does no more than assert that the LETI standard would not be viable. For credibility the

applicant should produce data to demonstrate the lack of viability claimed. As we show below the area of pv cells needed in this application is too large to fit on the roofs, so it is doubtful whether this proposal is viable.

The applicant ignores the scale of Winchester District's major emissions problems

It is Winchester City Council's responsibility to address the emissions problems in the district. Despite every past effort the latest government data (for emissions in 2024) show a reversal in progress. Compared with 2023, overall emissions went up by over 1%. Worse, emissions from housing (DESNZ category 'domestic') went up by almost 3%. Winchester City Council is right to take radical steps to address this severe problem. The planning inspector examining the latest local plan accepted that **policy CN3 was justified by the severe emissions problem faced in the district**.

It is not appropriate for the applicant to undermine Winchester City Council's intention to prevent runaway global heating. This year we have experienced a foretaste of the conditions that global heating will create. Without radical action it is widely predicted that conditions in future years will become progressively worse. **The planning committee must not allow private builders trying to maximise their profits to trump the council's need to impose building standards in an attempt to ensure climate conditions in Winchester will remain tolerable**.

Missing essential information

Much detail in the application is missing, but some of the gaps are cause for concern. Fundamental inconsistencies in the application suggest the proposal will not work.

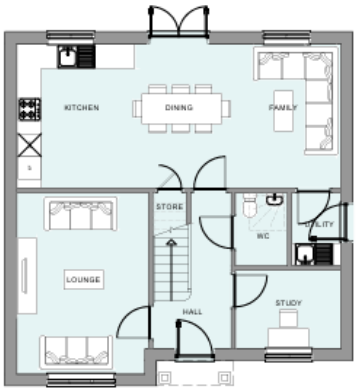
PV cells

The panels deemed necessary in the Sustainability Plan require more space than is available on the proposed roofs.

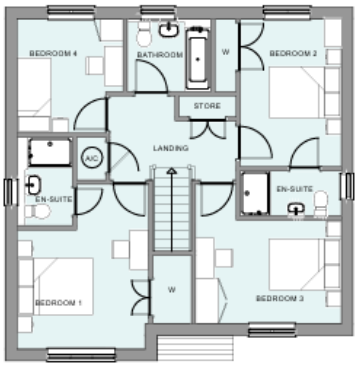
None of the illustrations show photovoltaic cells. After looking at the illustrations it was a surprise to discover in the Sustainability Plan that photovoltaic cells are proposed for every dwelling. The Sustainability Plan sets out the kWp needed for each type of accommodation.

Plot / Type	kWp Requirment
Abington	3.53
APT GF	2.10
APT MF	2.10
APT TF	2.10
Ascot	4.16
Bath	5.08
Bellflower	3.55
Coral M4	5.07
Erica	4.55
Esher	4.67
Heather	5.18
Mais GF	3.23
Mais TF	3.89
Poplar	6.42

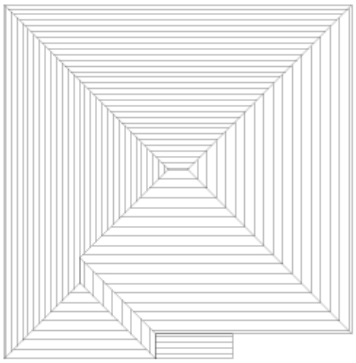
The plan says that each kWp would require 6.5m^2 of pv cells. A 'Poplar' house, for example, with a requirement of 6.42 kWp, would therefore need to have 41.73m^2 of pv cells. This would be the equivalent of 59% of the floor area of a 'Poplar' house. This would make the area required by the panels too big for them to fit on the roof, as designed.



GROUND FLOOR PLAN
GIA: 70.5m²
TOTAL GIA: 141m²



FIRST FLOOR PLAN
GIA: 70.5m²



ROOF PLAN



FRONT ELEVATION

SIDE ELEVATION



REAR ELEVATION

SIDE ELEVATION

Roof Design and Aspect of Houses

The decision that nearly all houses in the development will have fully-hipped roofs and no end gables means that only 25% of the roof area is available for pv cells on the sunniest aspect of most houses. For example, even the most favourably orientated 'Poplar' houses will have only enough space for pv cells to generate less than half the electricity the Sustainability Plan says will be required. Worse, only three out of eight 'Poplar' houses have their large roof facing a southerly aspect, even if skewed towards the east. The others will generate even less electricity.

With all the types of house, there is a serious mismatch between what the sustainability plan says is required for generating electricity, and the roof design and orientation of the houses. Detailed proposals for where the pv cells will be mounted are not given in the application and the roofs proposed that face towards the south are not big enough to accommodate the area of pv cells necessary. **Put brutally, the sustainability plan will not work with the buildings proposed. The buildings need serious roof redesign and detailed pv cell positioning plans.**

The obvious remedy would be to **build the houses to LETI standards**, so that the better energy performance of the fabric of the houses will probably reduce the requirement for electricity generated by the pv cells by 50% or more.

In addition it might also be necessary to **replace the fully-hipped roofs with simpler roofs and side gables** and use grey slates to match the pv cells. This would create larger areas for mounting the pv panels, would be more in keeping with traditions in Winchester and match more closely the houses in King's Barton and Courtney Road.

Impact on Grid and LAEP (Local Area Energy Plan) contribution

The Sustainability Plan does not consider how well the pv electricity generation will perform in winter when there is less light and more need for heating. There are no daily performance estimates provided.

There is no modelling to show how in winter the houses will make net zero demands on the power supply. When the days are shortest, the sun is at its lowest point and outside temperatures are low, energy production will be negligible in the daytime, and more power will be required at night. The application has failed to address how it will ensure that the large number of air-source heat pumps it is proposing will not have a negative impact on peak grid capacity. The limitations of the grid at peak energy-use times will in any event be the subject of the local area energy plan and require major investment by the National Grid. This planning application threatens to exacerbate the problem.

The proposal misses a major opportunity. **The applicant should add domestic batteries to the proposal.** At little cost, the proposal could include domestic batteries large enough to reduce peak consumption of electricity in the winter, and store daytime production of energy for use in the evening throughout the rest of the year. This would make the best use of the electricity produced by the pv cells and reduce the need to strengthen the grid across the district. Batteries would also reduce the cost of electricity for residents by 75% by enabling them to benefit from off-peak rates. Residents could download off-peak electricity overnight to store and then use later in the day. They would be drawing on electricity generation from wind turbines that would otherwise go to waste.

Air ducting

The application is silent on how the heat will be circulated within each dwelling. An air duct system would make it easier to reverse the heat pumps and convert the heating system to an air conditioning system on hot sunny days when the pv cells are generating most energy. This would be at no extra cost to the residents and put no additional burden on the grid.

Cycle route design

It is good that a cycle route has been incorporated but the junction at the entrance to the development is clumsy and will deter cyclists. It needs to be redesigned to meet policies T1 and T4, especially policy T4 namely:

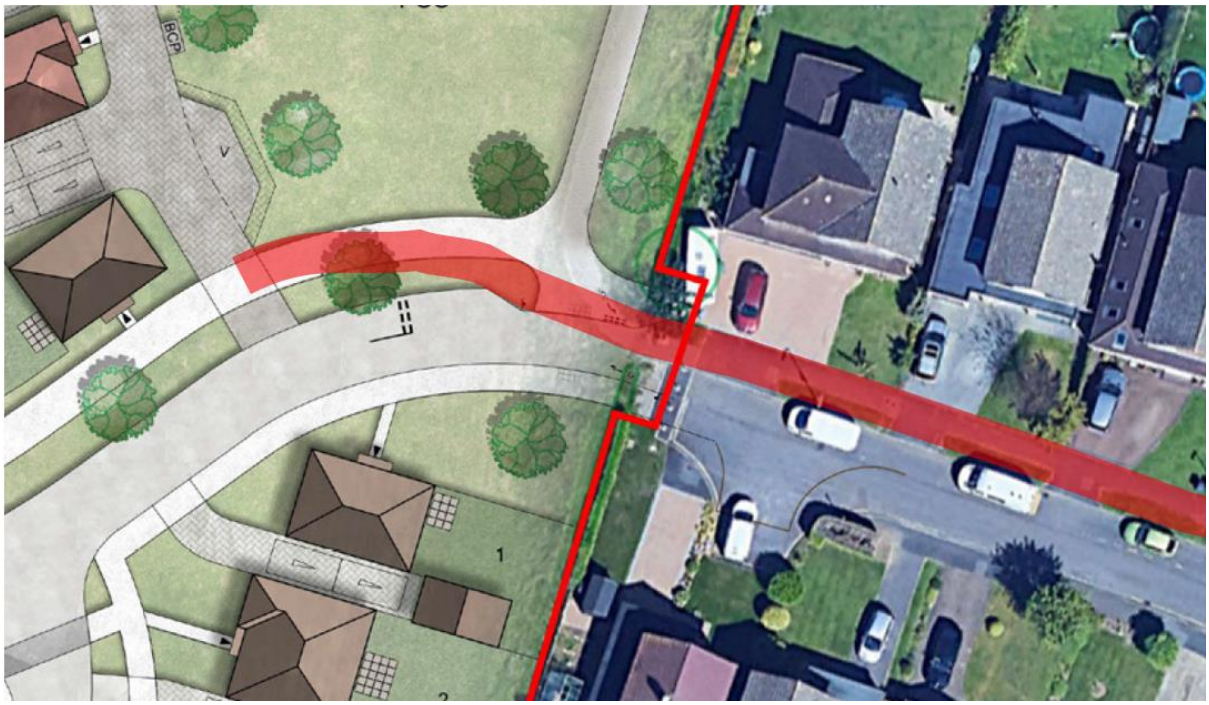
New development, excluding householder applications, will be permitted where it accords with the development plan and where it:

i. **Prioritises the needs of walking, wheeling and cycling, safe and attractive routes to, from and within the site which connect to the existing Public Rights of Way network outside the site boundary and the nearest public transport stop, minimising the scope for conflicts between all users**.

The current proposed junction will discourage use of the cycle route:



For cyclist to be given the priority called for in policy T4 the design of the intersection would have to look something like this:



The Travel Plan

Public Transport

The plan's survey of public transport overstates current service levels and makes no practical suggestions for improvement. It is a justification for inaction.

- It is wrong to say that No 6 buses run half-hourly all evening (it is hourly after 7 pm)
- It is wrong to say that there are four trains per hour from Winchester to Waterloo (there have been only three direct trains for many years)
- The 95 bus operates only on Wednesdays and Fridays, not on all week-days.

It is difficult to have faith in the proposals when the research is so misleading.

A proposal to **fund one extra No 6 bus per hour, revive the 95 bus, and good signage between City Road bus stop and the railway station** would have been partly commensurate with the aspirations listed.

Cycling and Wheeling

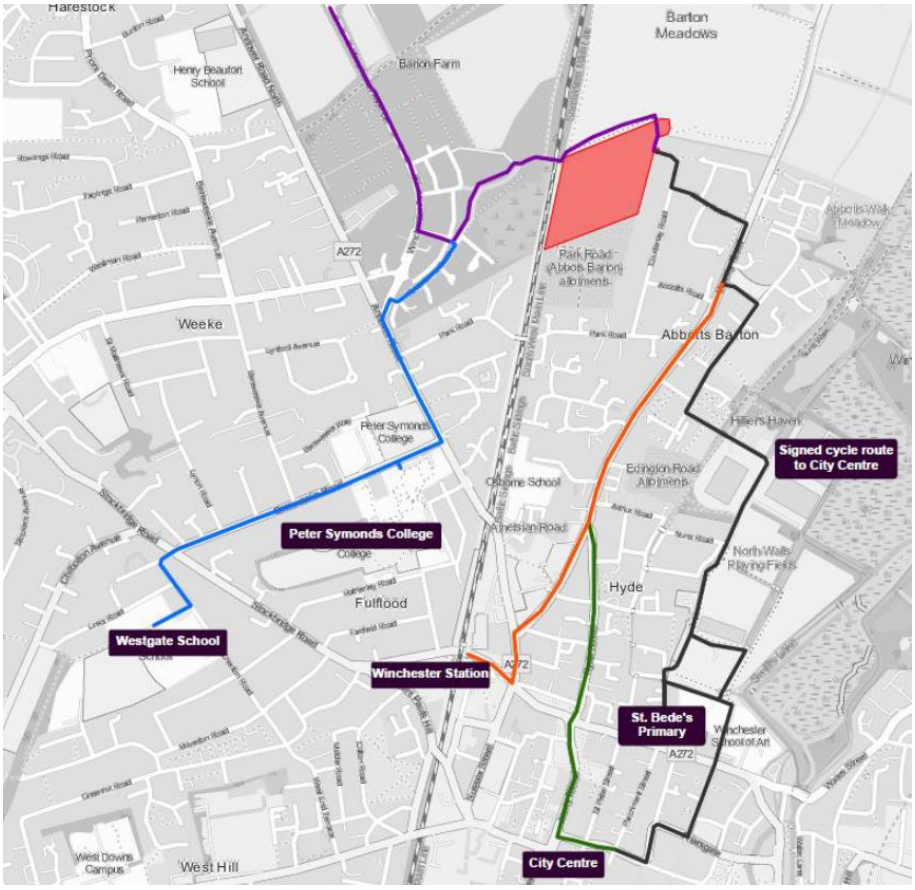
The travel plan identifies the main destinations. The 'hard measures' are vague:

- Direct connection east of the site to Courtenay Road via the proposed all modes access and the established pedestrian and cycle infrastructure.
- Delivery of cycle parking for each dwelling.

- Financial contribution towards walking and cycling improvements identified in the LCWIP and WCHAR.

It would be good if the planning committee could:

- Determine where the direct connection east of the site would need to end (perhaps River Park for Winchester City Centre) and determine its width and quality
- Require the floor plans of each of the types of house to state where the cycle parking facility is located (they do not currently show any such facility)
- identify what the financial contribution to the LCWIP needs to cover; perhaps 'funding to create good safe walking and cycling routes that comply with LT 1/20 standards' on the map on page 12 of the travel plan:



Without this the whole travel plan is nothing but empty rhetoric. The planning committee should indicate what it would like to be discussed at the meeting with HCC referred to in paragraph 5.7 of the travel plan. Any proposals for improving active travel infrastructure should be sufficiently ambitious to **achieve the proposal's transport vision**:

> **The development will provide a well-integrated community that builds on its sustainable location and has been designed so that it promotes sustainable travel (walking, cycling and public transport) opportunities**

as the preferred modes of travel while also contributing to high-quality infrastructure to enable this shift that is safe and attractive to use.

The Sustainable Transport Strategy for the site will also supported by a proactive travel planning approach.